Jeffries and Johnson Said to Be in th Hands of a Syndicate Secret Agreement Causes Much Talk-Boiler maker to Begin Work Feb. 1.

The taking of moving pictures at the side has revolutionized pugilism, in opinion of many experienced men who ed the Jeffries-Johnson fight yester-As a matter of fact no important ntest can be held in America, Engensideration the profits from the arranged are expected to break all ords under favorable conditions. But view of the fact that a powerful syndicontrols the taking of the pictures the letting of privileges to display it is generally admitted that Jeffries Johnson are tied hand and foot unless re is a secret agreement of some kind ries are in circulation just now regarding syndicate has been cutting in the recent matchmaking. Persons who are closely dentified witht the syndicate still insist that the fighters and the promoters, Rickard and Gleason, will have to accept whatever sition may be made to them or go without the camera. Other persons are qually positive that the syndicate is be-01,000 purse, which, it is asserted, will e equally divided between the pugilists egardless of the outcome of the battle.

Those who believe that the syndicate is behind Rickard and Gleason also say that if the promoters and the pugilists had nothing to conceal they would have made public clause 7 of the final agree-ment signed at Hoboken on Friday Fighters and promoters admitted at that time that the contents of this clause did not concern he public even though it related directly the public even though it related directly to the moving picture privileges. If every-thing was aboveboard it is argued that this clause would not have been erased from the copies of the agreement given

the newspapers.
It is regarded as an odd coincidence that Chicago man, one John Burns, represent-ing himself as the authorized agent of an ing himself as the authorized agent of an independent picture concern, called at the newspaper offices a week ago and stated that he intended to be present at the opening of bids last Wednesday and make an offer of \$60,000 cash and \$0 per cent: of the gross receipts from the pictures, said offer to be submitted exclusively to the two fighters. Burns stated incidentally that his concern was bucking against the syndicate, which, he said, had reached a private agreement with J. W. Coffroth, the Colma fight promoter, to the effect that he could have was bucking against the syndicate, which, he said, had reached a private agreement with J. W. Coffroth, the Column fight promoter, to the effect that he dould have \$25,000 in cash and \$25 per cent. of the gross receipts if he secured Jeffries and Johnson for his arena. Burns predicted that Coffroth, with this proposition under the belt, would offer a purse of at least \$125,000 all rights reserved, for the mill, and that as ne had the syndicate behind him he would land the match, unless the fighters decided to accept the independent concern's offer.

\$125,000, all rights reserved, for the fight, though a no time did he personally take part in the negotiations. Gleason meanwhile hooked up with Tex Rickard and got the fight with an offer of a \$101,000 purse of which have now been made secret. While concern takes the promoter to show the many weeks are because of the fight. It is common gooselp that Coffroth could have been according to the talk heard just now. Coffroth did not care to be mired up with Rickard some time ago and that when the latter came East he had Johnson in his pocket. Rickard denies this, and also says't its not true that he was the first promoter to show the litter came. East he had Johnson in his pocket. Rickard denies this, and also says't its not true that he made the recently made \$250,000 by the sale of mining stock in Newada and can get as on the promoter to rain made stored by a Sheriff's attachment for an unpaid doctor's bill of \$1,900, and asserts that he recently made \$250,000 by the sale of mining stock in Newada and can get as on the promoter to an unconstitute of the first and correctly made \$250,000 by the sale of mining stock in Newada and can get as on the more in the satter was an unconstituted by the sale of mining stock in Newada and can get as on the promoters of the first and correctly made \$250,000 by the sale of mining stock in Newada and can get as on the promoters of the first and correctly made \$250,000 by the sale of mining stock in Newada and can get as on the promot

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The sense is a country made 250,000 by the sale of the country made 250,000 by the country made 250,000 by the country made

BILLIARD AVERAGES.

Calvin Demarcet won the 18.2 billiard turnament and is now the champion of the world. George Sutton, who holds the 18.1 championship, however, has the better grand average. Taking into consideration the three games to play off the tie, Sutton also has to his credit the best average of the tournament and in the tournament proper he made the best average in a game

Demarest, Cline and Sutton in the tournament each won four games. Sutton de-feated Demarest, then Cline defeated Sutton and Demarest defeated Cline. in the original tournament Sutton playe

in the original tournament Sutton played 125 innings and his average was 19 104-125. His high run was 235, which he made in a game with Cutler, and his average in that game was 31 4-16.

Demarest made an average of 15 67-149.

""" Cutler. Demarest won three games of the 'ournament in his last innings when he was behind his opponent.

The records of the six players follow:

125 innings ge, 19 104-125

CROWD PREVENTS COMPLETION OF PALISADES EVENT.

HIII Climb Tom Kincald in a National Makes the Fastest Time Up Fort Lee Hill-Warren Scores in Buick.

Too much popularity put a damper on Too much popularity put a damper on see postponed Edgewater-Fort Lee hill imbing contest over in New Jersey yesterby afternoon, for the crowd of spectators sisted on getting on the course so often that the contest was called off for the day effore half the cars had gone up the hill. There was a lot of interest in the events at three or four thousand persons lined to hill up the Palisades, and there were the post of the property of the propert postponed Edgewater-Fort Lee hill ling contest over in New Jersey yesterthe hill up the Palisades, and there were ing around the top and bottom of the

Tom Kincald, driving William C. Poert-

Kincaid's best climb of the day with the National was made in event 4, for gasolene stock cars selling from \$2,001 to \$3,000. Frank Hurmance, in another National, was second in 1 minute 8 97-100 seconds. Richard Carter, Seiden, was third, in 1 minute 12 10-100 seconds. The times of the other starters in this event were J. E. Blakeslee,

croached on the course.

Kincaid's best climb of the day with the
National was made in event 4,001 to 33,000
Frank Hurmance, in another National, was
second in I minute 57-100 seconds. Richard
Carter. Beiden, was third, in 1 minute
12 10-100 seconds. The times of the other
starters in this event were J. E. Biakeslee,
seconder. I minute 12 10-100 seconds.
Pope-Hartford, I minute 10 20 22-100
seconds. James Westerveit, Knox, 1 minute
12 30-100 seconds. W. Waiter, waiter, i
minute 33 50-100 seconds.
Pope-Hartford, I minute 1 10 20 22-100
seconds. James Westerveit, Knox, 1 minute
12 50-100 seconds.
Pope-Hartford, I minute 1 52-100 seconds
seconds on the Atlanta Automobile Special
seconds of the Starters of the Starters of the Cobe cup course near Crown Point,
I minute 35 50-100 seconds.
Heavy meeting the starters of the Cobe cup course near Crown Point,
Remault made one trial, but was not timed.
Heavy merican truck in 5 minutes 15 37-100
seconds.
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seconds.
Heavy merican truck in 1 minutes 11 5-100
seconds

seconds.

The rest of the drivers are to have an opportunity some day next week of finding out how fast their cars will climb the grade.

out how fast their cars will climb the grade.

A number of the importers have secured cars and polished chasses that were displayed at the Olympia show in London for the annual exhibition of the American Motor Car Manufacturers Association, which opens in the Grand Central Palace on New Year's eve. While American manufacturers produce more cars than the European makers they get many new ideas of body building and refinements of detail from the foreign makers.

The up to date wrinkles in body building, upholstery and ceach work appeal particularly to the fastidious ideas of the wealther class of automobile buyers, and while they may not always buy the imported car they insist that sooner or later some of these ideas be incorporated in the American built machine. A great many of the American makers, however, have constructed some special bodies of their own designing that are to be shown for the first time at the Palace.

One of the features of the Palace affair will be what is claimed to be the most complete exhibition of commercial vehicles ever shown in this country. Seventeen manufacturers of business automobiles will exhibit their products, ranging from a little

appearance as a surface in the result in three units. The motor unit is the appearance as a surface in the result of the trouble shown will also be making their three companies of the course of the

information board will be located in this oity, the work of this department will be done under the supervision of Powell Evans, of Philadelphia, chairman of this board. The headquarters of the legislative board have been located here for some time, as Chairman Charles Thaddeus Terry lives in this city. All the board offices will be located here with the exception of the good roads board, which will be at Buffaio, where Chairman George C. Diehl resides.

L. R. Speare of Boston, who was elected president to succeed himself, has asked the various State associations to support the association's national legislative convention, which will be held at Washington in February, in the interests of the proposed Federal registration bill which is now before Congress. In discussing legislation Mr. Speare said:

"I would like to urge upon all automo-

Tom Kincaid, driving William C. Poertner's 40 horse-power National, made the fastest time up the 3,000 feet of the course in 56 minutes 57-100 seconds. The next fastest time was made by Arthur Warren in a 30 horse-power Ruick, which climbed the hill in 1 minute 2 72-100 seconds. There were no accidents, though some of the drivers had very narrow escapes from running into reckless spectators who encroached on the course.

Kincaid's best climb of the day with the National was made in event 4, for gasolene stock cars selling from \$2,001 to \$3,000.

Orbona; chestnut filly, by Islington—Santa Catalina.

Keene. James R.—Chestnut filly, by Voter—True Love; chestnut filly, by Adam—Citronella; bay filly, by Delhi—Fairy Slipper; bay filly, by Disguise—Jessant; chestnut filly, by Voter—Gingham; bay filly, by Wild Mint—Pink Domino; black filly, by Disguise—St. Mildred; bay filly, by Ben Brush—Fair Vision; bay filly, by Ben Brush—Fair Vision; bay filly, by Ben Brush—Biturica; chestnut filly, by Voter—Sundown.

Lakeland, William—Chestnut filly, by Sir Dixon—Onwentsia; gray filly, by Goldresst—Motley.

Little, Robert Forsyth—Bay filly, by Disguise—Anomaly; brown filly, by Boanerges—Africa; bay filly, by Disguise—Ladasine.

Livingston, Mrs. L. A.—Chestnut filly, by Armeath II.—Magnetic.

McManus, James—Chestnut filly, by Golden—Maxim—Grey Agnes; chestnut filly, by Sir Dixon—Marie Decca.

Madden, J. E.—Bay filly, by Ogden—Busy Maid:

Marin—Grey Agnes, cheshut mly, by ST Dixon
Marie Decca.

Madden, J. E.—Bay filly, by Ogden—Busy Maid;
bay filly, by The Scribe—Flora Pomona; bay filly,
by The Scribe—Courtplaster; brown or black
filly, by Yankee—Imp. brown filly, by Ogden—
Ivory Bells; brown filly, by Migrane—Lady
Schorr; chestnut filly, by Yankee—Mary Black
brown or black filly, by Yankee—Mary Black
brown or black filly, by Plaudit—Mimosa; bay
filly, by Migrane—Semaphore; bay or brown filly,
by Disguise—Editha.

Newcastle Stable—Brown filly, by Adam—Cereta;
chestnut filly, by Adam—Wild Thyme; bay filly,
by Handspring—Miss Maxim; bay filly, by Adam—
Ellangowan.

chestnut filly, by Adam—Wild Thyme; bay filly, by Handspring—Miss Maxim; bay filly, by Adam—Ellangowan.

Oneck Stable—Brown filly, by Rock Sand—Oneck Stable—Brown filly, by Orlando—Renown.

Quincy Stable—Bay filly, by Inflexible—Carandina; Heatherbloom, bay filly, by Goldcrest—Heatherdown.

Respess, J. B.—Chestnut filly, by Dick Welles—Barbara M.: bay or brown filly, by Dick Welles—Barbara M.: bay or brown filly, by Dick Welles—Garbara M.: bay filly, by Dick Welles—Garbara M.: Shreckels, A. B.—Princess Alma, bay filly, by Schreiber. B.—Brown filly, by Heno—Luckless, brown filly, by Heno—Luckless, brown filly, by Heno—Luckless, brown filly, by Solitaire II.—Candid.

Shreckels, A. B.—Princess Alma, bay filly, by Solitaire II.—Candid.

St. James Stable—Bay filly, by Cesarion—Soubrette II.

Thomas, R. L.—Chestnut filly, by Star Shoot—Mercurtal; chestnut filly, by Stalwart—Lady Balgowan.

Whitney, H. P.—Brown filly, by Sandringham—Vela; bay filly, by Riley—Sister Mary: chestnut filly, by Adam—Irlsh Reel; bay filly, by Broomstick—Audience.

AUTOMOBILE NOTES

Two of the new 1910 Rainier cars will arrive in

Two of the new 1910 Rainier cars will arrive in New York this week. Six models are to be sold—four touring models and two closed cars. The touring models consist of the enclosed touring car, the regular touring oar, the baby tonneau and the closed coupled body; and the closed cars, the limousine and landaulet. They are all mounted on the same style chasses, except the baby tonneau, having 119 inch wheelbase and a 50 horse-power engine.

The enclosed touring car is a distinct innovation and is an exclusive Rainier feature. The plans call for the complete enclosure of the front seat as well as of the tonneau, with a door opening on the left side beside the owner's seat and a panel on the right side beside the driver. The panel is somewhat lower than the door line of the tonneau in order to permit easy handling of the levers, but the extra door on the left hand side is the same height as the tonneau door, making a very pleasing line back from the dashboard. The enclosure protects the occupante of the front seat from wind and weather and makes riding there as comfortable as within the tonneau. The regular touring model is identical with this car except for the front seat enclosure, while the baby tonneau and the close coupled car have the same lines as last year.

In the recent race meet at Atlanta a Rainier won the Atlanta trophy, covering 700 miles in 173 minutes, at the rate of nearly seventy miles an hour. It ran the race without a stop and with acarcely any evidence of wear on the tires and with no mechanical difficulty. Its speed for successive laps did not vary five seconds. It made the first hundred miles only forty-three seconds slower than the second hundred miles, and broke all records in its class for 150 miles and over. In fact this rate of speed has never been excelled in races of this length except by 120 horse-power racing cars and one lightweight

excelled in races of this length except by 120 horse-power racing cars and one lightweight.

horse-power racing cars and one lightweight machine.

There are few changes in the 1910 model. The car is built in three units. The motor unit is unchanged except that the oiling system has been somewhat simplified, securing greater economy and as effective lubrication. A change has been made in the transmission unit whereby a single case houses both transmission and chutch, separated by a partition to prevent oil from passing from one part to the other. The change secures greater accessibility and slightly better distribution of weight.

The rear axie design has also been altered somewhat to obtain greater accessibility, while the brake application has been changed to secure larger braking surface and greater rigidity. The steering cross rods are also brought behind the front axie so that they are protected by it from obstacles in the road. The motor is a four cylinder four cycle type, with 3 inch bore and 55 inch stroke, developing 30 norse-power.

The Ohio car which Harry S. Houpt has taken

THE WONDERFUL GERMAN CAR 127 Miles PER HOUR (Driven by Hemery on the Brooklands track, England, Nov. 8 last, breaking all existing records.) I is a pleasure for us to be able to announce that for the first time since the introduction into America of this fine car we are able to make prompt deliveries.

18-22 H. P., 38 H. P., 40-45 H. P. and 60-65 H. P. NOW READY AND ON EXHIBITION . Shaft or Chain Drives and in Limousine, Landaulet or Open Bodies of the Finest Grade Elegant Catalogue on Request.

BENZ AUTO IMPORT COMPANY AMERICA 1599-1601 BROADWAY, 48th STREET

Remember The Vanderbilt Cup Race.

AUTOMOBILES

There are three or four well known cars that sell for four thousand dollars or more that are similar, in fact almost the same as Chalmers-Detroit Cars in at least one important particular—that is, they give absolute satisfaction. So does the Chalmers-Detroit "Forty." and at \$2750, too. If you really don't know a lot about our cars, a half hour may save you a thousand dollars or more. We guarantee the service just come and see them - you'll like the looks, the general "make-up"; most people do, and some would rather pay \$2750 for our car, and have the extra thousand, enjoying the use of it.

CARL H. PAGE & CO., Broadway at 50th St. Brooklyn: BRUNS AUTO CO.

CHALMERS-DETROIT

and will be demonstrated from his Sixty-eighth street place during the week. He has contracted for 100 of these cars the next four mouths. The car is not a new car, but has been introduced in the West, where it made an excellent record. The 1910 model has a 40 horse-power engine. The car weighs 2,500 pounds and has a 115 inch wheelbase.

car weighs 2,500 pounds and has a 115 inch wheel-base.

The car has a unit power plant, suspended at three points. Its engine is a four evidner, four eyele motor, 4½ inch bore by 4½ inch stroke, with cylinders cast in pairs. The engine is water cooled, supplemented by a fan. It is lubricated by a constant level splash system, supplied by a goar driven pump. The eam shafts are drop forged with integral cams. A dual ignition system is provided. The clutch is a three plate type, fitted with special friction brake.

The transmission is selective type, with three speeds forward and one reverse. The gears at 3½ per cent. Inckel steel, mounted on F. & S. imported ball bearings and noiseless. The transmission case is aiuminum and integral with

speeds forward and one reverse. The gears are 3½ per cent. nickel steel, mounted on F. & S. imported ball bearings and noiseless. The transmission case is aluminum and integral with transmission case is aluminum and integral with crank case and clutch housing. Shaft drive is employed with one universal joint between the shaft and rear axie. Two internal expanding brakes operate on large drums on the rear wheel hubs and the brake rods are fitted with equalizers. Both front and rear axies are fitted with F. & S. imported ball bearings.

The frame is a straight channel section of cold rolled steel reenforced at the front end and hot riveted throughout. The front axie is a double channel section of cold rolled steel. The wheels are 34 inches with 4 inch detachable tires. The steering gear is irreversible screw and nut pattern with a universal connection between the steering arms and steering reach. The steering rod is placed back of the axie. Both front and rear springs are semi-elliptic, extra long and of special steel.

"Show time and snow time appear to be synonymous in the motorist's vocabulary," remarked Gen. John T. Cutting of the Oldsmobile Company of New York in reference to the coming show. "Abroad the great foreign makers gained early prestige by fitting their chasses with bodies made by the great carriage makers of France, whose work represented the experience of ages, and in line with this idea has been the Oldsmobile body practice. An expert and an authority on the subject has the following to say, all of which coincides with the Oldsmobile idea in bodies, which will be a feature of the coming show." "Comfort has always been a prime favorite with European cars. This had its earliest indication in the bringing out of the limousine in France, followed later by the laudaulet, during the pioneer periods of which the open car had free reign in America. Besides adhering as persistently as herristently as herristently as herristently as herristently as even pleased to call the torpedo type of car, the British

comfortable as the interior of a landaulet. In many cases this has improved rather than detracted from the general appearance of the car."

The J. S. Bietiz Company. Times Building, New York city, has just issued a catalogue of the U. and H. magneto. It is really an elementary historical treatise on motor car ignition of great interest to every user of a motor car, because it is a text book, a handy reference book, of practical information on motor car ignition, and the high tension magneto in particular.

The different chapters of the illustrated text are the last words, the final analysis of motor car ignition, for in telling it the authors have evidently told all the world knows to-day about motor car ignition. The catalogue is free for the asking, and will be mailed without charge upon request.

The Cadillac Motor Car Company of Detroit recently received a letter from M. G. Torossian of Beirut, Syria, which details a mountain climb made by him in his Cadillac "Thirty." M. Torossian of Beirut, Syria, which details a mountain climb made by him in his Cadillac "Thirty." M. Torossian drive his Cadillac on the top of the highest peak of the Lebanon Mountains. He has planned a trip 800 or 800 miles across the Lebanon Mountains to Damascus, then north to Aleppo and Aintel. From the latter point the general direction will be southeast along the caravan route, with Bagdad as the objective point.

The Palmer & Singer town and country car has been put to many uses foreign to most town cars, owing to its unusually powerful motor, which really develops over 30 horse-power as opposed to 14-18 horse-power common to most town cars. It has just been learned, however, that one of these Palmer & Singer closed cars is in daily use as a sort of traveiling office. Robert Bennett, head of a New York brokerage house, who is driven daily from his residence on the Hudson to his office and return, has arranged an ingenious special fitting in the interior of his gart, but is lowered at the owner's option, and eight compartments of pig



NEW MODELS Roadster, Touring. Landaulet, Limousine

AGENTS Victor Auto Storage Co. 1661 Broadway Phones 3577 Col.

U.S. BARKEEPERS FRIEND METALPOLISH

FOR SALE—1907 Packard touring car, 7 passen ger, thoroughly overhauled, repainted, top re covered, all fully equipped; fitted with 36 in wheels, just like new; price \$2,500. BROWN THOMSON & CO., Hartford, Conn.

larger body possible, with more room for the passengers.

Retail Sales Manager Newton of the local Buick branch announces that his firm received forty-five 1910 cars last week and can make immediate deliveries of seven models. He reports a rush for town cars and runabouts for business purposes, and predicts agents for well known cars will sell their outputs earlier than ever before.

The New Jersey Car Spring and Rubber Company, in addition to having its tires made by hand, has them vulcanized by a dry heat process instead of by the steam method. The company claims the dry heat process makes it possible to unite the leather tread in the anti-skid tire to the rubber carcass in such a way that separation is impossible. The company makes the Carpringo tires.

When the H. H. Franklin Manufacturing Com-

When the H. H. Franklin Manufacturing Company began delivering 1910 cars officials of the concern announced that the air cooled cars, which are equipped with large tires, would average 2.500 miles without puncture. Reports that have been received show an average even greater than this.

DON'T SKID Diamond **Grip Tires** The most durable and effi-cient Anti-Skid Tire made **USERS KNOW** DIAMOND RUBBER

HIGH GRADE USED CARS Bought at very Low Figures from Priva Owners for Spot Cash and Are. Offering at Particularly LOW PRICES THE FOLLENING

Matheson, fully equipped.
Olds roadster, Al shape, has magness, 4 cylinder, 60 h. p. Thomas, fully equipped
Steveas-Duryea, spiendid shape
Peerless, overhauled, fully equipped
C. G. V. 7 passenger touring car, like
new E. M. F. Studebaker 30 Roadster, very class Want offer. 1908 4 cylinder Ford roadster with rum

1905 Type 10 Buick roadster
All thoroughly overhauled and fit.
Also several hundred consigned cars.
BE SOLD WITHOUT DELAY.
No reasonable offer refused.
Send for Our Builetin, Describing and
Prices on Hundreds of Cars.

215-217 W. 48th St., near Breadway, M.

AUTOMOBILES BOUGHT AND SOLD 20th Century Automobile Co. 615-25 B'way, cor, 49th St.

For Immediate Delivery USED STEARNS CARS

Old customers, taking current, me 1907 30-60 h. p. Touring Car. 1909 30-60 h. p. Guy Vamphan body 1909 30-60 h. p. Touring Car. 1908 30-60 h. p. Touring or Run about Bodies.

Wyckoff, Church & Partridge 1743 BROADWAY, N. Y.

cycle car on the market, I ished first, in Class 2. Vander

Cup Race. The 2-cycle principle eliminated the engine and pri troubles so eviden: with many other contestants.

Send for illustrated catalogand 2-cycle catechism.

ATLAS MOTOR CAR CO. SPRINGFIELD, MASS.
Member A. M. C. M. A.
New York Office, 1924 Broadway
Tel. 2861 Columbus

100 Limousine-Landaule Bodies Cheap \$200 to \$1200. New York's Ploneer Auto Concern.
CELEBRATED Makes Rothschlies, Demarests, Willoughby, Quinby, Keliner.
Others; many new ones; fitting latest cars;
swell; put on your chassis; JOB COMPLETE.
Auto Bargains 250 A1 Snaps.

Eight Packards, Five Perfesses, Eight Oldsmobiles, Four Loziers, Two Clements, Four Maxwells, Three (1909) Buleks, Two Mercodes, One Isotta, Three B, M. P., also Characers Detroit, Thomas, Three Rochet-Schneiders, Deisunay 200 other unusual opportunities. Some closed, others Runabouts or Touring; mostly jate models, all Al! Demonstrations cheerfully given; Will Sacrince any car for quick cash. BROADWAY MAMMOTH AUTO EXCHANGE

36, 38, 40 West 60th St.

AUTOMOBILE Bargains—E. M. F. 2005; late models; Touring Cars, with new style metal bodies; special price reduction while they last both on cars and equipment; you can save me arly \$200 on new car by buying now. H. J. KOEKLER CO., 1709 Broadway, N. Y. HANDSOME pair Bear Robes, perfect condition; also elegant Fur Coat and Fur Lined Coat no cash offer refused. 9 East \$20, mean-signay.

DIRECTORY

ALCO American Locomotive Company. BENZ Benz Auto Import Co. of Ameri BUICK Motor Co., B'way, between 85th CADILLAC Cars. Parts. Repairs. Garage Coates-Goshen St., 1912 B'way. Tel. 3163 Cot.

ORBIN 1888 BROADWAY (634 St The Elmore Motor Car Co. of N. Y. SOTTA ISOTTA IMPORT COMPANY. 1633 Broadway, 1613 St.

LOZIER Sein STREET AND BROADWAY. MARION FLYER CHAS. E. RIESS & CO., 176 Broadway, OVERLAND Phone 5130 Col.

MATHESON AUTO CO., 1886-1888 Sway. MAXWELL MAXWELL-ISH BROOK (Inc.).

NATIONAL Poertner Motor Car Col., Two by way SIMPLEX "Made in New York City." SPLITDORF MAGNETO Walton Ave. & 158th St.

Alton, Laine & Co., power house garage, have just installed an improved weiding and brazing plant for aluminum, steel, brass and from The plant was made by kirause & Fritz, Germany, and is said to overcome the tendency of weided parts to warp after cooling.